

Recognized Authority on
Connellsville Coke Trade.

The Courier

Circulates Wherever Coke
is Manufactured or Used.

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CONNELLSVILLE, PA., THURSDAY MORNING, OCTOBER 4, 1917.

EIGHT PAGES.

Prices and Prospects.

NOW THAT COKE PRICE IS FIXED MARKET HAS BECOME VERY QUIET

easy of Places to Ship Coke
Without Looking for
New Orders.

HIPMENTS ON CONTRACT

receiving Attention; No Pressure to
Sell Spot; Fewer Offerings Likely
Later; Several Matters in Price
Fixing Plan Not Yet Made Clear.

Special to The Weekly Courier.
PITTSBURG, Oct. 3.—The coke market has naturally been very quiet since the price was fixed by the government at \$6.00. There has been the pressure to sell as operators are generally able to find a place to ship coke, being behindhand in shipments on many obligations. Those who had contracts first addressed themselves to the matter of giving orders of contracts full shipments, something that operating conditions have made the exception more often than the rule for several months now there were various short-term obligations which could well stand in position, sales that had been made lots of 50 to 100 cars just before a price was fixed. The result was at the turnover in the open market has been very light.

There has been an actual market every day, however. As reported a week ago, early on the Tuesday morning after the price had been fixed there as a sale of several carloads of coke at \$6.00, the same coke that had been tendered to the buyer the day before at \$5.50 and refused, and there have been transactions every day since.

The expectation is that when the operators have gotten their old customers in good shape there will be fairly free offerings in the open market. The operators may require some time, however, as furnaces have been short of coke for so long a time that they are likely to be rather slow calling a halt when they see more coke coming in day by day than they are.

The differential on foundry coke has not yet been fixed and there is no information on which to base a prediction as to what differential will be described. The spread between furnace and foundry coke has varied widely in the past, sometimes being little more than the cost of forging cars, while a few months ago it averaged about \$1.50 a ton and late it has been somewhat less. There is also been a wide range as to the rate, and the government would probably do well to fix either a wide range, so that the indifferent grades may be sold at a discount from the fixed price.

The coke brokers are somewhat divided over the fact that no margin is to be allowed them in the government price fixing and the prospect as there will be no allowance provided. In the case of coal the Peabody agreement allowed the jobber 1 cent, to be charged the consumer, while prices were fixed under the Lever act this margin was set to 15 cents and recent advices are to the effect that the government advances its price, as it is known, it will be cut out altogether. In the circumstances there little prospect that a coke broker will be allowed. The Washington authorities doubtless take the view that when in a business transaction a commission is paid it is usually paid by the seller, and as \$6.00 simply the maximum price for coke, it is no law to hinder the coke operator from paying the broker an allowance out of his \$6.00. The coke operator, however, evidently feels that he will be induced to pay a brokerage for selling coke at \$6.00 when it has hitherto brought 2 to \$15.

The market is quotable at \$6.00 for furnace and foundry coke, spot contract.

A curious feature of the situation is that much more coke has been sold contract for the year 1918 than is for the remainder of this year, and it is predicted that there will be much larger offerings of spot coke in the open market in the next three months than there will be after Jan. 1.

The average quoted price of spot coke in September was \$11.85, during the last five business days of the month the quotation was \$6.00, monthly averages since the beginning of the year have been as follows:

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (including the Middle Basin and district) and the Lower Connellsville region (often called the Klonidine and sometimes the Masontown district) to principal points for shipment, are as follows:

(for each ton of 1,000 pounds, effective June 12, 1917.)

Destination. Rate.
Baltimore 1.85
Buffalo 2.00
Canton 1.55
Chicago 1.55
Cleveland 1.75
Columbus 1.80
Detroit 2.25
E. St. Louis 2.05
Erie 1.55
Pittsburgh 1.25
Joliet 2.65
Milwaukee 2.85
New York 3.00
Philadelphia 2.25
Pittsburgh 1.85
Pitts. H. & W. N. Y. 2.05
Pottstown 2.10
Reading 2.00
Richmond, Va. (F. & O.) 3.05
Roanoke, Va. (F. O. B. vessel) 3.05
South Haven 2.15
Swedenland, Pa. 2.15
Toledo, O. 2.00
Wheeling 1.35
Valley Points 1.35
Port of Export:

From Connellsville District:

Philadelphia (F. O. B. vessel) 1.85

Baltimore (F. O. B. vessel) 1.85

From Latrobe District:

Philadelphia (F. O. B. vessel) 1.75

Baltimore (F. O. B. vessel) 1.75

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING SEPT. 29, 1917.			WEEK ENDING SEPT. 22, 1917.				
	DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,445	15,145	2,300	187,685	29,445	18,301	2,144	190,090
Lower Connellsville	17,655	15,483	1,962	159,710	17,645	15,630	2,015	167,912
Totals	38,099	33,528	4,262	347,405	38,099	35,931	4,159	355,102

FURNACE OVENS.	WEEK ENDING SEPT. 29, 1917.			WEEK ENDING SEPT. 22, 1917.				
	DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	17,985	15,536	1,482	176,688	15,506	1,442	150,429	
Lower Connellsville	5,826	5,316	510	55,000	5,826	5,316	510	55,370
Totals	22,811	20,852	1,992	214,676	20,912	1,952	210,799	

MERCHANT OVENS.	WEEK ENDING SEPT. 29, 1917.			WEEK ENDING SEPT. 22, 1917.				
	DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,407	2,389	\$18	28,082	3,407	2,705	702	30,670
Lower Connellsville	11,819	10,367	1,452	104,650	11,819	10,314	1,463	107,534
Totals	15,226	12,956	2,270	132,732	13,226	13,019	2,307	138,612

SHIPMENTS.	WEEK ENDING SEPT. 29, 1917.			WEEK ENDING SEPT. 22, 1917.				
	DISTRICT.	CARS.	TONS.	DISTRICT.	CARS.	TONS.		
To Pittsburgh	3,463	Cars.	118,562	Tons.	3,531	Cars.	123,275	Tons.
To Points West of Pittsburgh	5,213	Cars.	184,142	Tons.	4,759	Cars.	167,066	Tons.
To Points East of the Region	1,447	Cars.	49,177	Tons.	1,118	Cars.	47,993	Tons.
Totals	10,083	Cars.	352,182	Tons.	9,708	Cars.	332,334	Tons.
		By River	8,000	Tons.		7,000	Tons.	
		Total	360,182	Tons.		345,334	Tons.	

FIFTH ADVANCE IN COKE WORKERS' PAY WITHIN 20 MONTHS

The New Frick Scale Became
Generally Effective on
October 1.

NOTICE POSTED SATURDAY

Merchant Operators Follow the Wage
Leader By Adopting the Scale as
Has Been the Custom; What Com-
parison With Former Scales Show.

The second voluntary wage advance to the coke plant employees of the Connellsville region during the current year, and the fifth during the past 20 months, became effective Monday. At four o'clock Saturday afternoon the H. C. Frick Coke company posted the new scale at its plants and at practically the same hour the Washington Coal & Coke company gave official publication of the same scale at its plants. Other merchant operators and the furnace interests, in accordance with their usual custom, promptly posted notices of their intention to pay the same scale.

The new scale, compared with that of May 1, which it replaces, is as follows:

Oct. 1 May 1
Pick mining and loading room and rib coal, per ton \$2.16 \$2.00
Pick mining and loading heading coal, per ton 1.20 1.15
Pick mining and loading heading coal, per 100 bushels 2.28 2.20
Leveeling, per oven 1.08 1.13
Drawing coke, per 100 bushels 1.54 1.49
Drawing coke, per 100 bushels charged 1.30 1.20
Drivers, rope riders, cagers, track layers, blasters and timbermen, per day 4.15 3.85
Drivers, rope riders, cagers, track layers, blasters and timbermen, per day 4.10 3.80
Assistant tracklayers, blasters, timbermen, per day 3.75 3.50
Inside laborers, per day 3.00 2.80
Dumpers and tipplers, per day 3.75 3.50
Fire bosses, per day 4.00 3.80
Mine laborers, per day 3.75 3.50

WILL TAKE SEVERAL WEEKS

To Complete the Steel Price-Fixing Schedule; Little Business Doing;
Either Prompt or Deferred.

Special to The Weekly Courier.

NEW YORK, Oct. 3.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

The pig iron and steel producers have expressed themselves quite uniformly as well satisfied with the prices agreed upon some ten days ago with the Washington authorities. With bars at 2.90c, shapes at 3.00c and plates at 3.25c as a basis, suitable prices for the remainder of the finished steel list are now being computed and some of the prices may be announced within a week. Washington advises, however, that the list will eventually comprise about 150 articles so that the entire price fixing program will hardly be completed before several weeks have elapsed.

All the computations indicate that the large steel companies will be able to earn considerably more money than they reported for the June quarter, which would mean that after excess profits are deducted the remainder will exceed the net earnings in 1916 by very comfortable margins.

Many of the small producers will not show the same relation, not because their costs are higher, as the differences are only a very few dollars a ton, but because their earnings in recent months have been much greater than those of the large producers, because they had taken advantage of the premiums offered for prompt deliveries while the large mills were filled up on relatively low-priced contracts.

The average quoted price of spot coke in September was \$11.85, during the last five business days of the month the quotation was \$6.00, monthly averages since the beginning of the year have been as follows:

Per Ton

January 6.44 \$1.00
February 10.57 1.10
March 9.63 1.10
April 8.99 1.02
May 8.10 1.02
June 10.70 1.02
July 12.42 1.14
August 13.42 1.24
September 11.53 1.25

The big iron market has been very flat, since the basis price was fixed at \$23.00 for basic, foundry and malleable at Valley furnaces. A couple of transactions have been made.

Bessemer iron at the tentative price of \$36.30, it having been found at an average Bessemer had usually sold at about 10 per cent above basic, and this price will stand until the final roundup of all pig iron prices, varying the various grades and districts. There is demand for pig iron, it only for early deliveries and all furnaces are well sold up they-

Review of the Connellsville Coke Trade.

Statistical Summary.

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THE ADVANTAGES OF IRON AND STEEL PRICE REGULATION

Will Serve to Restrict the Playing of Heavy Forward Business.

READJUSTMENTS EASIER

At the End of the War, with Disturbances Minimalized and Time Saved in the Process; Will Make Industry More Flexible During the Struggle.

There should be universal satisfaction among iron and steel producers and consumers that price regulation is now being undertaken, and is such practical manner, says the American Metal Market. The substance of what has occurred is that the iron and steel producers, gathered in Washington last week to the extent of nearly 100% of the production, moved by a patriotic spirit and a desire to meet the views of the President, agreed upon a schedule of certain prices, generally representative of the whole pig iron and finished steel market, somewhat lower than they desired, and the President approved the schedule, although it was a trifle higher than he desired.

Between 80 and 90% of the concession was on the part of the producers, because the new schedule is to apply upon all sales, to the government, our Allies and the general public, whereas the administration has authority to fix prices only upon government purchases, which will exceed 10% of the production but cannot amount to 20%.

A great deal has been said and printed, in the past few months, that is being made look foolish by present developments. Some charged the steel producers with being unpatriotic and being unable to agree upon reasonable prices. Some claimed the government wanted prices to be unreasonably low. Some claimed that it was impossible to construct artificially a price structure that would be coherent, being so ignorant that they did not see the utterly absurd alignments between commodities that the open market had built up.

The criticism is not ended. The market is in technical position to do business in basic, foundry and malleable pig iron at Valley furnaces, and in bars, plates and shapes. Other prices are still to be arranged, from these prices as a basis. When this is done the whole market will be in technical position to do business, but there will be very little business. The producers will in many cases be indisposed to sell, and then there will be criticism: "What is the use of these prices? One cannot buy at them."

That, we think, is really one of the best features of the whole arrangement. It is not necessary that business should be done far ahead. In other times consumers have bought far ahead, either because they were afraid that otherwise they would not secure deliveries, or because they thought prices would advance. Neither of these influences can apply now. There is no use buying far ahead, for the government will regulate distribution. There is no occasion to buy in anticipation of higher prices as the readjustment on January 1st which the present agreement permits may be downward or upward. If the amount for forward buying is restricted, kept sufficient to provide reasonably for consumers and provide convenient rolling schedules for the mills, the industry will be made more flexible for the duration of the war, and when the war ends the necessary readjustments to the peace basis will occur with a minimum amount of disturbance and in the shortest possible time.

Obviously it would be the finest possible thing if the iron and steel trade reached the end of the war with no obligations whatever on the part of either buyer or seller. The whole world would be clean, for a fresh start. The start would be made without anyone being placed at a disadvantage compared with his competitor, and there would be the greatest incentive for the immediate development of a basis upon which the great labor of peace could begin.

RESCUE STATION

Central Establishment to be Installed at Orient.

Plans of independent coal and coke operators in the region about Orient, to maintain a central rescue station, have materialized to such an extent that bids are being received this week for the erection of the buildings. The bids are being received by William Allison, chairman of the committee, at the office of the Union Connellsville Coke Company in Uniontown.

virtually all the companies operating in that district have their own rescue teams but about a year ago the idea was conceived to establish a central rescue station where equipment would be placed which would be available to teams from all the plants. By a number of companies co-operating they will be able to retain an expert instructor. An automobile truck will also be kept in the station. The district from which teams will operate extends from Shamrock to Simpson. On the building committee with Mr. Allison are Charles Opperman of the Orient Coke company, and C. J. McIntyre of the Taylor Coal & Coke company.

Griffith Thomas Promoted.

Griffith Thomas, hot mill foreman at the Sabraton tin plate mill since it began operations in April 1906, has been transferred to the big 30-mill plant for the same company at Sharon. Mr. Thomas prior to going to the Sabraton plant, was employed at the old tin plate mill in South Connellsville. Mr. and Mrs. Thomas left Saturday for their new home at Sharon.

PRICES FAIR; STEEL MEN SAY

Chairman Gary and President Campbell Think Industry Has Been Treated Fairly.

The consensus of opinion among steel people is that, while the prices fixed for steel are relatively low, they are, on the whole, fair. Speaking as president of the American Iron & Steel Institute, Elbert H. Gary, chairman of the United States Steel Corporation summed up the opinions of steelmakers in regard to the government's findings on steel prices in this statement:

"The base prices for iron ore, pig iron, and the leading steel products in which the government is especially interested, as fixed by the President, while much lower and considerably below the expectations of the manufacturers, yet on the whole, taking everything into consideration, I believe are fair and reasonable and come within the conditions named by the President in his proclamation issued last June. These prices were probably made in accordance with the recommendation of the War Industries Board, which gave a patient hearing to the steel representatives and made an exhaustive study of the whole subject.

"While the manufacturers may feel a sense of disappointment, they nevertheless appreciate the courteous and frank treatment on the part of the board and they will cheerfully acquiesce and do everything possible to maintain production to the maximum as long as the war continues; and they will not decrease the wages of their workingmen under present circumstances."

Leading steelmakers in the Youngstown district state that steel prices, as fixed by the government, are fair and reasonable. James A. Campbell, president of the Youngstown Sheet & Tube company, said only those concerns that were not making money prior to the war would be affected adversely.

"Prices are such as to assure maximum production for government and Allied needs," he said. The construction program in the Mahoning Valley, involving an expenditure of \$25,000,000 for projects now under way, will likely not be immediately affected, but dividends of steel companies will probably be reduced.

REJECT WAGE RAISE

Miners Turn Down Compromise Offer of Operators.

WASHINGTON, Oct. 2.—Representatives of coal miners in the Central competitive field rejected today a proposal by operators offering in part the wage increases demanded. Conference will be continued.

The operators met the miners' demand for an increase of 15 cents a ton in pick and machine mining with an offer of five cents, and proposed an advance of \$1 a day for unskilled labor, instead of the \$1.50 asked. The demand for a straight 20 per cent increase in pay for parage and dead work drew a counter proposal of 20 per cent in Ohio and Pennsylvania, with an equal amount in cents to be paid in Indiana and Illinois. The operators proposed a contract for the period of the war instead of one lasting for one or two years and suggested rigid provisions for its enforcement. They would have the compact drawn subject to the approval of the fuel administration.

At the end of the morning conference, it was said, the operators and miners probably would get together before the week was over, each yielding somewhat. Both sides were looking to the fuel administration to increase coal prices to absorb the wage raises agreed on.

TO LIMIT DRINKING

Judge Ruppel of Somerset Takes New Step in Liquor Regulation.

At a meeting held last week Judge W. H. Ruppel told licensed liquor dealers of Somerset county and representatives of fraternal and social organizations that the United States government demands a cessation of diminished coal production caused by excessive drinking by miners on pay days, Sundays and holidays, and unless better conditions are created in the coal fields, the government will stop the manufacture of beer, as it did that of whisky, as a war measure.

Judge Ruppel said clubs and speakeasies are open after 7 o'clock at night and on Sundays, and asked that the clubs agree to abide by the same rules as licensed dealers. He said sale of liquor to miners in clubs, if it incapacitates the miner for work next day, is unlawful, and prosecutions hereafter will be made in case of such sales.

RUST TO LEAVE DAWSON.

Buys Big Ranch Near Tucson, Ariz., and Will Go There Shortly.

Nelson A. Rist of Dawson will leave shortly for Tucson, Ariz., having purchased a ranch of 450 acres near that city. He has been a prominent business factor in the Tucson region for many years, being general superintendent of the James Cochran Sons & Company plants at Clarsesa and Nellie. He recently sold the old works and retired. Now he will give his attention to cattle and hog raising on his ranch.

His son, Roy Rist, recently sold his garage in Dawson and will accompany his father to Arizona.

Big Washington County Sale.

T. M. Patterson of Pittsburg has sold 6,500 acres of coal in Hopewell township, Washington county, to the Middletown Coal company, along line of the Wabash railroad, for approximately \$97,000.

Abandoned Mines Reopened.

Ferry Kentucky coal mines, most of them abandoned for years, have been opened along Green river, in response to the nation's plea for increased fuel production.

LIST OF COKE OVENS IN

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Sept. 29, 1917.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS.				
188	182	Beatty	Mt. Pleasant Coke Co.	Greensburg
20	20	Brown Run	Brush Run Coke Company	Westmoreland
32	30	Carroll	Pearlville-CConnellsville Coke Co.	Pittsburgh
160	160	Clare	CConnellsville Coke Co.	Connellsville
40	40	Ellen No. 1	Whitel Coke Co.	Uniontown
100	100	Ellen No. 2	Whitel Coke Co.	Uniontown
110	110	Ellin Grove	W. J. Rainey	New York
101	101	Fort Hill	W. J. Rainey	New York
148	148	Gilmore	Braddockville Coke Co.	Uniontown
8	8	Helen	Edmundson Coke Co.	Pittsburgh
145	145	Jimtown	Shannon Coal & Coke Co.	Uniontown
40	40	Johnson	Johnson Fuel Co.	Uniontown
94	94	Mahoning	Mahoning Coal & Coke Co.	Dunbar
870	870	McBreckock	W. J. Rainey	New York
32	32	McPleasant	McPleasant Coke Co.	Uniontown
40	40	McNellie	Brownsburg-CConnellsville Coke Co.	Dawson
180	180	Painter	W. J. Rainey	New York
528	528	Revere	South Fayette Coal & Coke Co.	Uniontown
44	44	Shirley	W. J. Rainey	Greensburg
57	43	Veteran	Mt. Pleasant Coke Co.	Pittsburgh
3,47	2,39	West Penn	West Penn Coke Co.	Pittsburgh
FURNACE OVENS.				
260	230	Adelaidia	H. C. Frick Coke Co.	Pittsburgh
300	260	Alverton	H. C. Frick Coke Co.	Pittsburgh
240	240	Bargayle	H. C. Frick Coke Co.	Pittsburgh
240	240	Briarwood	H. C. Frick Coke Co.	Pittsburgh
183	183	Brickley	H. C. Frick Coke Co.	Pittsburgh
300	300	Calumet	H. C. Frick Coke Co.	Pittsburgh
201	201	Carmichaels	H. C. Frick Coke Co.	Pittsburgh
70	60	Cashbrook	H. C. Frick Coke Co.	Pittsburgh
400	400	Cecil	H. C. Frick Coke Co.	Pittsburgh
328	328	Continental	H. C. Frick Coke Co.	Pittsburgh
300	300	Continenta	H. C. Frick Coke Co.	Pittsburgh
393	393	Crowdland	H. C. Frick Coke Co.	Pittsburgh
280	280	Dorothy	H. C. Frick Coke Co.	Pittsburgh
204	204	Edwin No. 1	H. C. Frick Coke Co.	Pittsburgh
204	204	Edwin No. 2	H. C. Frick Coke Co.	Pittsburgh
506	506	Edwin	H. C. Frick Coke Co.	Pittsburgh
389	389	Marysburgh	H. C. Frick Coke Co.	Pittsburgh
260	260	Oliver	H. C. Frick Coke Co.	Pittsburgh
245	245	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburgh
300	300	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburgh
400	400	Philips	H. C. Frick Coke Co.	Pittsburgh
400	400	Redstone	H. C. Frick Coke Co.	Pittsburgh
413	413	Shad	H. C. Frick Coke Co.	Pittsburgh
322	322	Southwest	H. C. Frick Coke Co.	Pittsburgh
160	160	Southwest	H. C. Frick Coke Co.	Pittsburgh
901	811	Standard	H. C. Frick Coke Co.	Pittsburgh
120	112	Semen-Solway	Dunbar Furnace Co.	Uniontown
404	404	Trotter	H. C. Frick Coke Co.	Pittsburgh
200	112	United	H. C. Frick Coke Co.	Pittsburgh
98	98	White	H. C. Frick Coke Co.	Pittsburgh
382	382	Whitney	Hostetter-CConnellsville Coke Co.	Pittsburgh
500	500	Wyoming	H. C. Frick Coke Co.	Pittsburgh
245	245	Youngstown	H. C. Frick Coke Co.	Pittsburgh
1,106	1,106			

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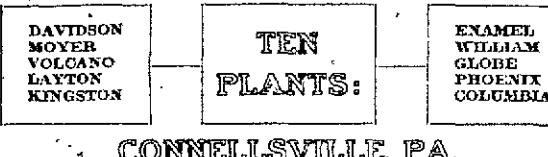
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CONNELLSVILLE, PA.

NEW MINE RESCUE CARS IN USE BY THE BUREAU OF MINES

methods of mining and how many accidents are easily prevented. These lectures are given in the car when a suitable meeting place cannot be procured elsewhere, but lantern slides and moving pictures cannot be shown in the car.

Each car carries oxygen breathing apparatus, a supply of oxygen in cylinders, safety lamps, a field telephone with 2,000 feet of wire, a collapsible steel mine cage, an apparatus for reviving miners who have been gassed and the charts, splints, and bandage for demonstrating first aid methods. Some of the training with rescue apparatus will be inside the mines, also in smoke or fumes, so that wearers will understand the value of the apparatus and how to use it. A minor wearing the apparatus can enter a mine immediately after an explosion and work in smoke and black damp for two hours.

Many thousand miners have been trained in the use of this rescue apparatus at the Bureau of Mines, cars and stations. It is hoped that in the near future, every miner in this country will have a working knowledge of the apparatus, and that every mine will have equipment ready for use in case of emergency. Many miners have been saved after explosions by rescue parties wearing the apparatus, also the apparatus has proved of great value in fighting mine fires.

Free instruction and training in methods of first aid to the injured are also given by crews of the rescue cars and stations and this instruction is given either in connection with rescue apparatus training or entirely separately, hence is applicable not only to underground workers, but to all those employed in or around the mine and metallurgical establishments.

Brown Looking for Coal.

J. W. Brown, former superintendent of transportation for the West Penn, but now assistant general superintendent of the Public Service Corporation of New Jersey, was here Saturday. He was trying to get some coal for the trolley lines which his company controls. He left for Pittsburgh today. This

RAILROADS MOVE 23 PER CENT MORE FREIGHT TRAFFIC

With Increase of But Three
Per Cent in Number of
Cars Available.

MANY REVENUE GAINS

Shown in Records of Per Ton Mile
For Miles of Line, Per Commodity
and Per Car, Results Show What
the Railroads Can Really Do.

"Operating statistics for the months of June and July, showing a total of 194,131 miles of line, which are just available, show a remarkable increase in operating efficiency as compared with June, 1916," says the Railroad Age Gazette. "The revenue freight ton mileage of these roads was 23 per cent greater than it was in June of last year; and they handled this largely increased business with but one-tenth of 1 per cent more miles of line, 1.8 per cent more freight locomotives and 3.2 per cent more freight cars than they had last year. Perhaps what this really means can be best indicated by showing what were the increases in ton miles of freight per mile of line, per freight locomotive and per freight car. The revenue ton miles per mile of line is shown in the following, for the United States as a whole:

June, 1917	167,600
June, 1916	134,500
Increase	31,100
Per cent increase	23.1

The revenue ton miles per freight locomotive is shown in this table:

June, 1917	1,182,000
June, 1916	977,000
Increase	205,000
Per cent increase	21.0

The revenue ton miles per freight car is here shown:

June, 1917	15,430
June, 1916	12,900
Increase	2,530
Per cent increase	19.6

"It will be seen that the increase in freight traffic in the country as a whole per mile of line was 22 per cent; per freight locomotive, 21 per cent; and per freight car, 19.6 per cent. The increase in freight car efficiency was partly due to an increase in the average miles moved by each car daily from 27.3 to 29.1 miles; partly to an increase in the average load of loaded cars from 25.2 to 27.5 tons. The average miles made per locomotive per day increased from 65 to almost 78; the average tons per train from 642 to 716.

"Relatively the largest increase in traffic took place in western territory, the total ton mileage in that territory exceeding that of June, 1916 by almost 23 per cent. This is reflected in the statistics of operating efficiency. The increase in traffic handled per mile of line in that territory was 32.7 per cent; per freight locomotive, 29.3 per cent; and per freight car, 26.6 per cent.

"These increases in operating efficiency are truly extraordinary. They illustrate strikingly what American railroads can do when they are allowed to work together without foolish interference under the anti-trust law, and when they are able to get the cordial co-operation of most of their employees and of the shipping public."

"Freight traffic continues to increase, the increase in June being the largest yet recorded in any single month and in addition the passenger business now being handled probably in the largest ever known. How long can the railroads continue to increase their efficiency enough to meet the demands upon them? The results they have secured already are far greater than any but the most hopeful anticipated; and in view of what they have done already, there seems more ground for optimism regarding how they will get through the next fall, winter and spring than there ever was before."

NEW PUBLICATIONS

Latest issue of bulletins and papers by the Bureau of Mines.

The most recent publications of the United States Bureau of Mines include the following:

Bulletin 120. Extraction of gas-line from natural gas by absorption methods, by G. A. Burrell, P. M. Bidwell and G. G. Oberfell; Bulletin 138. Coking of Illinois coals, by F. K. Ovitz.

Technical Paper 147. Absorption of methane and other gases by coal, by S. H. Katz; technical paper 149, answers to questions on the flotation of ores, by O. W. Ralston; technical paper 160, limits of complete inflammability of mixtures of mine gases and of industrial gases with air, by G. A. Burrell, and A. W. Gauger; technical paper 156, carbon monoxide poisoning in the steel industry, by J. A. Watkins; technical paper 169, permissible explosives tested prior to March 1, 1917, by S. P. Howell.

Only a limited supply of these publications is available for free distribution and applicants are asked to co-operate in insuring an equitable distribution by selecting publications that are of especial interest. Requests for all papers cannot be granted. Publications should be ordered by number and title. Applications should be addressed to the Director of the Bureau of Mines, Washington, D. C.

Change of Interest and Name. Having purchased the interest of J. T. Wilson in the J. T. Wilson company of Uniontown, R. W. and W. J. Gilmore of the same place, will continue the coal and coke business under the name of General Fuel company.

ENGINEERS' CENSUS IS COMPLETED

The Bureau of Mines, Department of the Interior, at the request of the Council of National Defense, has just completed a census of mining engineers, metallurgists, and chemists, with the result that 7,500 men engaged in mining and 15,000 men engaged in various chemical industries have been classified according to the character of work in which each one claims proficiency. The classification includes not only specialists in various branches of chemistry and mining, but includes as well a classified list of men who have had experience in foreign countries. It is not the purpose of this census to enable the bureau to act as a clearing house for technical men, in obtaining commercial positions.

Van H. Manning, director of the Bureau of Mines, explains that "the war engineers play a far greater role than ever before. The products of the mines, furnaces, factories and chemical plants are being so rapidly consumed that the highest possible skill is required to keep pace with the destruction everywhere apparent. In the organization of a great army, many classes of specialists are needed, and the problem is to get the best qualified men for each place."

The work of conducting the census was carried out in co-operation with the American Institute of Mining Engineers and the American Chemical Society.

The revenue ton miles per mile of line is shown in the following, for the United States as a whole:

June, 1917	167,600
June, 1916	134,500
Increase	31,100
Per cent increase	23.1

The revenue ton miles per freight locomotive is shown in this table:

June, 1917	1,182,000
June, 1916	977,000
Increase	205,000
Per cent increase	21.0

The revenue ton miles per freight car is here shown:

June, 1917	15,430
June, 1916	12,900
Increase	2,530
Per cent increase	19.6

"It will be seen that the increase in freight traffic in the country as a whole per mile of line was 22 per cent; per freight locomotive, 21 per cent; and per freight car, 19.6 per cent. The increase in freight car efficiency was partly due to an increase in the average miles moved by each car daily from 27.3 to 29.1 miles; partly to an increase in the average load of loaded cars from 25.2 to 27.5 tons. The average miles made per locomotive per day increased from 65 to almost 78; the average tons per train from 642 to 716.

"Relatively the largest increase in traffic took place in western territory, the total ton mileage in that territory exceeding that of June, 1916 by almost 23 per cent. This is reflected in the statistics of operating efficiency. The increase in traffic handled per mile of line in that territory was 32.7 per cent; per freight locomotive, 29.3 per cent; and per freight car, 26.6 per cent.

"These increases in operating efficiency are truly extraordinary. They illustrate strikingly what American railroads can do when they are allowed to work together without foolish interference under the anti-trust law, and when they are able to get the cordial co-operation of most of their employees and of the shipping public."

"Freight traffic continues to increase, the increase in June being the largest yet recorded in any single month and in addition the passenger business now being handled probably in the largest ever known. How long can the railroads continue to increase their efficiency enough to meet the demands upon them? The results they have secured already are far greater than any but the most hopeful anticipated; and in view of what they have done already, there seems more ground for optimism regarding how they will get through the next fall, winter and spring than there ever was before."

First Melting Poured at 4
O'clock This Morning, the
Second at Noon.

PRODUCT ANALYZES WELL

Employees After Working All of Yesterday, All Night and Remaining on Job Today, Are Tired Out But Eager to Find Out "How She Tests."

ELECTRIC STEEL MILL STARTS; TWO HEATS ARE MADE

ESTABLISHED 1872.

INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Bee-Hive Coke Ovens. E. F. B.

Bradoc Victor

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

1917 MAP

Directories of Coal Mines on

Chesapeake & Ohio, Norfolk & Western, Virginia, Kanawha & Michigan, and Southern end of Coal & Coke railroads—showing location of mines, name of company and general manager, seam worked, analysis of coal, car allotment, and selling agent.

Price \$5.00.

"A very attractive and convenient way of handling these fields." Edw. Page, Vice President New England Coal & Coke Co., Boston, Mass.

WEST VIRGINIA MINING NEWS, Dept. C.

Charleston, W. Va.

COAL OUTPUT 55 PER CENT NORMAL

In the Pittsburgh District During the Eight Months of Year Due to Car and Labor Shortages.

According to statistics prepared by the Pittsburgh Coal Producers' Association the output of coal in the Pittsburgh district for the first eight months of 1917 was approximately 55 per cent of normal. The production, at belt rail and river mines, was 116,502 tons out of a possible 258,000 tons under normal conditions of labor and car supply.

Had the car supply averaged 100 per cent the output with the present labor supply would have been 224,000 tons, showing that at least 6,000,000 tons were lost to production due to car shortage.

Mines on railroad lines had a normal capacity of 23,190,560 tons. With the present labor supply and a car supply of 100 per cent they could have produced 18,571,087 tons. The actual output was 12,571,087 tons. The shortage between actual output and the production possible with a full car supply is 6,080,903 tons, or 33.2 per cent.

Labor conditions at the mines on the rivers are more acute than at mines located on railroads. The output of the river mines for the eight months was 3,759,635 tons, with a possible output on full time of 4,135,264 tons. The shortage amounts to 475,527 tons, and changing labor supply is blamed with 272,571 tons of the amount.

Sixes Coal Train. The coal scarcity became so serious at Dayton, O., a few days ago that Governor J. Al Cox seized a train bearing 1,000 tons of coal and sent it to that city. Dayton is the governor's home town.

Price-Fixing Classes W. Va. Mines.

The figures are issued with the statement that the difference between normal capacity and present possible operations as a result of the Federal capacity, or 100 per cent car supply fixed price of \$8 a ton for coal at the mine.

Price-Fixing Classes W. Va. Mines. Twenty-two coal mining plants in Harrison county have suspended operations as a result of the Federal capacity, or 100 per cent car supply fixed price of \$8 a ton for coal at the mine.

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Price-Fixing Classes W. Va. Mines.

Twenty-two coal mining plants

The Weekly Courier.

Entered as second-class matter at the Post Office, Connellsville, Pa.
THE COURIER CO., Publishers
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E. J. HEDGES,
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JAMES L. GAGE,
Managing Editor.

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insertion; and five cents per line for
each additional insertion.

THURSDAY MORNING, OCT. 4, 1917.

NEED FOR CLEARING UP COAL-PRICE REGULATIONS.

It certainly cannot be expected that the order of the Fuel Administration fixing the margin of profit retail coal dealers shall realize on the sale of coal to consumers will tend to clear up the situation. Instead of taking some definite and easily determined or fixed standard of measurement, a rule has been formulated which comparatively few retailers will be able to apply in determining what their prices to consumers will be the application of which is certain to vastly complicate the whole question of retail price regulation.

The order of the Fuel Administration permits dealers to fix their retail prices by adding to the cost of coal or coke delivered at their yard or siding, 20 per cent of the margin added to the cost of similar grades of fuel sold during the year 1915, provided such margin does not exceed the margin realized during the month of July, 1917. On face of it this rule seems simple enough but the application of it is full of possibilities for confusion, dissatisfaction and still further disarrangement in securing and distributing fuel.

Very few retail coal and coke dealers have kept such accurate records of the business done by them in 1915 that they can readily or accurately determine what was the average cost of the fuel sold or the average margin of gross profit. To render such information available would require a much more elaborate system of accounting than any of the dealers, except those in the large cities, would be justified in maintaining. In the absence of such a system—which is valuable unless accurate—the smaller dealers can only approximate the data they are directed to apply in fixing the retail price under the order of the Fuel Administration.

Inasmuch as the flat price of \$2.00 at the mine, plus the freight, had already been established by the Fuel Administration as the retailer's cost of his coal, it would have been equally as just and certainly much simpler and more easily understood, to have fixed a percentage of the delivered cost, or a fixed amount per ton, as the margin. Such an arrangement would have placed all retailers upon the same basis with respect to margin and the consuming public would then know just what price the retailers were authorized to charge under the fuel control regulations. Now there will be as many different prices as there are dealers even when they secure their supply from the same source and at the same cost to each. The order of the Fuel Administration permitting the present margin to be based upon the margin of a previous year, where that margin can be ascertained, will result in a wide discrepancy in prices to consumers. This will create more or less dissatisfaction and tend to defeat the purpose of price regulation which, as the public understands it, is to establish a uniform price to consumers for the same grade of fuel carrying the same freight rate to point of delivery.

There is nothing in the recent order of the Fuel Administration concerning the addition to the delivered cost of coal or coke at the retailer's yard of the commission to be allowed jobbers or wholesalers for re-sale. The passing over in, however, that the established commission of 15 cents per ton can be added to the retailer's yard cost. If this is the proper construction to place upon the official ruling and orders the retailers can add two profits, the first being the jobber's commission of 15 cents; the second being the 30 per cent of the gross margin above the average cost of 1915.

Another matter which the new order of the Fuel Administration leaves in doubt, is the charge for hauling. An order issued ten days or so ago authorized wagon operators to add the cost of hauling to the "at the mine" price for coal delivered direct to consumers and when delivered to railroad sidings for use as company fuel, but provided that in all other cases that no addition, except freight charges, should be made to the price established by the President's order fixing the "at the mine" price. If this proviso is intended, as appears from the context to prevent retailers making a separate charge for delivery, in addition to the "at the mine" cost, plus the freight, it would seem that the most recent order fixing 30 per cent of the 1915 margin as the retailer's present margin, was designed to cover the cost of making delivery. But upon this point there is certain to be differences of opinion and practice. Some dealers will no doubt interpret the regulations to mean that the cost of hauling is a proper addition to the delivered price. Others, with a more scrupulous desire to observe the intent of the regulations, may construe them to mean that they cannot make a charge for delivery above that provided by the addition of 30 per cent of 1915's margin to the present yard cost plus the jobbers' commission.

In view of the different interpretations that are possible to be given the orders and rulings of the Fuel Ad-

ministration, the consumers are going to be very much in doubt as to what

is the authorized price to pay for coal in the apparent contradictions and discrepancies of these orders and rulings, consumers see many opportunities for misunderstandings and disputes. There is great need for an official interpretation that will clear up the doubtful points and define with exactness the privileges of the retailers on the one hand and the rights of consumers on the other hand.

Consumers are not in the temper or mood to submit to exactions which are not permissible or authorized and the retailers have the right to such a clear definition of their powers as will prevent them from violating the fuel control regulations.

THE HAULING CHARGE RULING.

The ruling of the Fuel Administration that the team track, or wagon, loaders of coal have the right to make a reasonable charge, representing the cost of hauling, for coal delivered from mine to local consumer and to railroads for their own consumption, but denying the right to make a similar charge for coal delivered to railroads for transportation as commercial fuel, is a sort of two-edged decision.

So far as relates to deliveries direct to consumers, and to railroads for fueling purposes, the decision legalizes a custom this class of coal producers have been practising without previous express warrant to do, but at the same time it practically limits the field of their operation to the local domestic and the railroad fuel trades. With the "at the mine" price of \$2.00 per ton the shipment of coal for commercial use becomes unprofitable if the producer is not permitted to add to the mine price the cost of hauling to the railroad at the point of loading. This privilege is expressly denied by the Fuel Administration's ruling, hence the shipment of commercial coal by the wagon loaders will no doubt cease, except in such cases where the haul is a very short one and attended with comparatively small expense per ton.

Little objection will be raised by coal consumers to the exercise of the privilege now authorized wagon loaders if the limitations set down in the Fuel Administration's ruling are observed. These are that the charge for hauling from mine to consumer is to be "reasonable" and is to represent "the cost" of performing that service.

The main purpose of the coal price-fixing was to establish a uniform "at the mine" price. In the case of a tipple operation "I. o. b. mines" and "I. o. b. cars" are one and the same, but the wagon loaders interpret the President's order to mean "I. o. b. wagons" and many of them feel free to make a separate charge for hauling from mine to car. They are now warranted in doing so when making deliveries direct to local consumers and for railroad use.

The large purpose of all these efforts is to provide our troops with a healthy environment. As Secretary Baker points out "the emergency is so great that all groups interested in this work should cooperate in a cordial spirit of loyalty and fellowship, regardless of any differences of race, creed, or affiliation."

SAVING ALONE WILL NOT SAVE.

It is all very fine for The Official Bulletin to say that "Wars must be paid for by savings," and that "we must save in the consumption in commodities and the consumption of unproductive labor in order that we may divert our manhood to the Army and to the shop."

It may tickle our vanity to boast with this disseminator of dematured news, that "If by the reduction in consumption of labor and the commodities that it produces and the diversion of this saving to that labor and those commodities demanded by the war, we shall be able to fight to victory."

It is a matter of common knowledge, as The Official Bulletin states, that "The whole of Europe has been engaged ever since the war began in the elimination of waste, the simplification of life, and the increase of its industrial capacity. Where the war is over the consuming power of the world will be reduced by the loss of prosperity and man power, and we shall enter a period of competition without parallel in ferocity."

None realize more fully than American merchants and manufacturers that "After the war we must maintain our foreign markets if our working people are to be employed."

None are more mistaken than The Official Bulletin, and the administration for which it speaks, that "we will be in position to compete" if we do no more than eliminate the waste and extravagance on which we have lived hitherto. There must be the elimination from our economic system of the Underwood New Free Trade law that permits almost unrestricted competition from Europe, and when the war is ended will flood our markets with the cheap products of the factories which will then be driven as unrelentingly against commercial enemies of whom we will be the chief, as the engineer of war is now being driven against military enemies.

Saving and thrift, to which we are adjured, are well in their way, but they will not start factory wheels which will be made idle by Europe's commercial invasion. And we cannot repel that invasion, and "maintain our foreign markets," without adequate protection to American industry, in addition to the "at the mine" cost, plus the freight, it would seem that the most recent order fixing 30 per cent of the 1915 margin as the retailer's present margin, was designed to cover the cost of making delivery. This proviso is intended, as appears from the context to prevent retailers making a separate charge for delivery, in addition to the "at the mine" cost, plus the freight, it would seem that the most recent order fixing 30 per cent of the 1915 margin as the retailer's present margin, was designed to cover the cost of making delivery. But upon this point there is certain to be differences of opinion and practice. Some dealers will no doubt interpret the regulations to mean that the cost of hauling is a proper addition to the delivered price. Others, with a more scrupulous desire to observe the intent of the regulations, may construe them to mean that they cannot make a charge for delivery above that provided by the addition of 30 per cent of 1915's margin to the present yard cost plus the jobbers' commission.

If a man with a broken back can get by the draft board examiners there is still hope for those afflicted with cold feet.

LaFollette is running ahead of the pro-German-L. W. W. ticket.

Some Congressmen will breathe easier now that the State Department has announced that it has nothing to do with the peace propaganda in America, the words of Dr. Nicholas Murray Butler, president of Columbia University, before the American Bankers Association yesterday, should be an alarm to arouse themselves to the dangers of their delusion.

"Do you see the significance of the cooing of peace which come from Berlin?" asks Dr. Butler. "They are intended to weaken our efforts to extend the peace propaganda in America, the words of Dr. Nicholas Murray Butler, president of Columbia University, before the American Bankers Association yesterday, should be an alarm to arouse themselves to the dangers of their delusion.

Some Congressmen will breathe easier now that the State Department has announced that it has nothing to do with the new world of which we are in search has been discovered—a world for which the free nations have armed themselves for a contest that will not cease until this world has been founded.

"Any human being who asks for peace on any other terms than unconditional surrender is asking another and still greater war. Peace will only come when the supreme confidence the Germans have in their instrument of armor and their world-dominating aims are brought to defeat. That is the only road to peace."

If a man with a broken back can get by the draft board examiners there is still hope for those afflicted with cold feet.

LaFollette is running ahead of the pro-German-L. W. W. ticket.

The silly season in parent-teacher wrangles seems to have opened with its accustomed regularity.

SOLDIERS' RECREATIONAL WORK.

By limiting to the Young Men's Christian Association and the Knights of Columbus permission to erect recreational buildings within the limits of the National army cantonments and the National Guard training camps, the War Department is not depriving other organizations or fraternalities of the privilege of caring for their members who are in the service, according to a statement issued by Secretary of War Baker.

He states that there was such a food or requests for permission to erect special buildings within the military reservations that it would have been physically impossible to have provided space for them. "It seemed, therefore," says Secretary Baker, "a fair and reasonable solution of the problem to admit the two organizations which had already been identified with recreational work within military camps, to wit, the Young Men's Christian Association and the Knights of Columbus. Both organizations served the soldiers along social lines on the Mexican border last summer, without regard to membership. Od that condition therefore, that they would not limit their activities to a particular constituency, and that their buildings would at all times and for all meetings be open to the entire camp they were allowed admission to the military reservations.

The Young Men's Christian Association represents the Protestant denominations, which will constitute roughly 60 per cent of our new Army; the work of this organization in all military camps both in Canada and abroad is too well known to require comment.

The Knights of Columbus represent the Catholic denomination, which will constitute perhaps 35 per cent of the new Army. While the society is a fraternal organization, it will sustain exactly the same relation to the camps as is sustained by the Young Men's Christian Association and will hold no meeting to which all the troops in the camp are not invited, regardless of religious or other preferences. The Young Men's Hebrew Association in its recreational work has identified itself with the Young Men's Christian Association.

The suggestion is made that other organizations and societies which desire to affiliate with either the Y. M. C. A. or the Knights of Columbus, avail themselves of the opportunity to provide recreational facilities for their members in the communities nearby the camps. Through this means, each lodge, fraternity, or organization can care for the needs of its own members.

The large purpose of all these efforts is to provide our troops with a healthy environment. As Secretary Baker points out "the emergency is so great that all groups interested in this work should cooperate in a cordial spirit of loyalty and fellowship, regardless of any differences of race, creed, or affiliation."

The wagon operators interpret the President's order to mean "I. o. b. wagons" and many of them feel free to make a separate charge for hauling from mine to car. They are now warranted in doing so when making deliveries direct to local consumers and for railroad use.

The permission to cover baulage costs in the delivered price places the wagon operators on the same basis as the tipple operators insofar as realization price for all product except commercial coal is concerned. The tipple operator does not have to pay freight charges for transportation by railroad of his product to consumers.

The wagon operator performs this service and is permitted to add the cost to the "at the mine" price,

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CRAWFORD SCHOOL READY AS SOON AS HEATERS ARE DONE

New West Side Building Should
Be Occupied Within 30
Days, Board Hears.

HIGH SCHOOL PROGRESSING

As Soon As McGinnis Company Places
Registers, It Will Be Possible to
Finish Off 29 Rooms at Once; Con-
tractors Over West Side Job.

Discussion of the progress of the two unfinished buildings featured Monday's session of the school board. According to a statement of Superintendent S. P. Ashe, it will be possible to move into the Crawford school on the West Side as soon as the heaters are ready, and that will be, at the outside, within 30 days. The high school should be ready shortly after that.

At the West Side building the wood-work is practically completed and there is only a little plastering to do yet.

At the high school, the McGinnis company of Pittsburgh, heating contractors, will begin work today on installing registers, and when these registers are installed, it will be possible to finish off 29 rooms at once, clearing them out, and making them ready for the placing of furniture. The Meyers-Carey company is finishing the painting of the auditorium. The painting work on the second and third floors is practically completed.

The special train will carry 336 men without the quotas of the local boards. The schedule calls for a supper to be served the men on the train at this place. The special is due to arrive at Camp Lee at 7 o'clock this morning. Pittsburgh, Bradford, McKeesport, Mount Pleasant and Scottdale men will make up the contingent carried on the train.

The board for District No. 5 also received pass cards for all members this morning. These allow members of the boards to pass through any lines.

Notice that a reward of \$50 will be paid anyone who causes a slacker to be apprehended, was also received. If the slacker did not wilfully dodge the draft, he will be sent on to the training camp, but if he wilfully neglected to answer the summons he will be subject to a court martial as a deserter. In either case, the order reads, the reward will be paid.

NEXT CONTINGENT OF MEN FOR DRAFT ARMY LEAVES NEXT SUNDAY

Schedule Calls for Departure of Large
Number From This
Section.

Fayette county Districts 2 and 5, with headquarters in Connellsville, will send their third contingents of draftees to Camp Lee on Sunday, according to the schedule of movement which has been issued at Harrisburg. Both of the other contingents have left on Sundays. No. 2 this time will send 56, and No. 5 will send 38.

The movement of the troops in Fayette county will start on Thursday, when District No. 1, Uniontown, will send 61 men to Petersburgh. On Saturday, District 3, Brownsville, will send 53; District 4, Masontown, will send 40; No. 5, Republic, will send 52, and No. 7, McClellanstown, will send 43.

On Sunday, these contingents, among others, will leave for camp in addition to those of Fayette 2 and 5; Westmoreland county, No. 6, Mt. Pleasant, 42; Westmoreland county No. 7, Scottdale, 45; Somerset county No. 1, Rockwood, 39. Presumably these boys will be on the same train as Connellsville.

A schedule received by No. 5 board Monday sets the date of the next draftees' departure for Sunday night, October 7, instead of Wednesday, October 3. This will probably necessitate ordering the conscripted men to report Saturday. Their special is to leave at 6:10, everything permitting. The schedule does not mention No. 2 board, which unofficial advices stated, is to send 50 men on Sunday. This omission is probably due to a clerical error.

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NEXT DRAFTEES TO LEAVE FROM SCOTTDALE

The third contingent of National Army recruits from Westmoreland County Division No. 7, Scottdale, when they leave for Camp Lee Sunday, will leave from Scottdale and not from West Newton, as the other two contingents did. This was the word received yesterday at Scottdale by Berkley H. Boyd, chairman of the No. 7 exemption board. A telegram was sent by the adjutant general to Dr. J. Q. Robinson, secretary of the board, at West Newton, and he, in turn, sent the orders to Mr. Boyd.

The first two contingents of draftees left from West Newton, where the board's headquarters is located, and in each instance that town gave a tremendous demonstration for them. Last Monday, however, the board wired the adjutant general that there was an insistent demand upon the part of Scottdale people to have the next contingent entrain there, and that West Newton was willing to share the honors of bidding Godspeed to the boys with Scottdale.

Forty-five men will leave Scottdale Sunday afternoon for Camp Lee, Petersburgh, Va. The Mount Pleasant contingent will also leave on Sunday.

M. S. Barner appeared before the board to ask that he be considered when the fire insurance for the high school was placed.

Mrs. A. H. Smith of Highland avenue, in a letter, asked for exoneration from school taxes on the grounds that she was a widow who had no children in school for seven years. The request was referred to the finance committee for investigation.

The contracts of the West Penn Power company for light and heat for the new high school building were presented. They are nine-months contracts, without a minimum charge. For light, Schedule G was proposed, the rate being three cents flat, dropping to three cents. This was accepted at once, as it is the same as is held for all other buildings. For power, Schedule K was proposed, this rate being three cents flat, dropping after 3,000 kilowatts are used to two cents and then to 1.15 cents. This will be looked into before it is signed. The power is needed to run electric motors, which, in turn, keep in motion the fans of the ventilation system.

A raise of from \$24 to \$36 a year for the Bell telephone in the high school office was announced. The Tri-State costs the school only \$18. The directors were uncertain as to whether to sign the new contract or not, fearing that the rate was exorbitant, even though a Bell was really necessary. The matter will be held over until next month's meeting.

The matter of deciding on the salary to pay the new janitors was held over until Friday.

President J. R. Davidson, Directors C. R. Hetzel, J. W. Maston, W. W. Smith and R. K. Long were present.

MRS. LOGAN'S WILL

Requests That Husband Make His
Home With Daughter.

One of the requests made in the will of the late Mrs. Annie J. Logan of Logan's Crossing, Dunbar township, is that "my dear husband, Bernard Logan make his home with our daughter, Mrs. Catherine L. Donovan."

Mrs. Donovan is bequeathed all of the family household effects, and Mr. Logan is left the Logan homestead at Logan's Crossing. At his death the property is to be sold and the money distributed equally among Thomas P. Logan, Hugh D. Logan and Mrs. Donovan, all children of the deceased. Edward J. Martin and Lawrence Meegan witnessed the will.

Local Soldiers Well.
Michael Kauchak of Picairn, who is with the 31st Aerial Squadron, San Antonio, Texas, who is at home on a 10-day furlough, visited here last week at the homes of the Misses King, Prospect street, and J. W. Smith, Sycamore street. Robert King and W. L. Smith are at San Antonio, Texas. He reports they are well and send regards to all their local friends.

Subscribe for The Weekly Courier
\$2.00 a year in advance.

CAMP LEE "VETS" FRATERNIZE WITH LATEST ARRIVALS

First Draftsmen Watch "Mike"
Goldsmith Drilling Plateau
of Newcomers.

EXAMINATIONS NOT BEGUN

Newest Contingent of Soldiers Is In-
structed in Rudiments While Awaiting
Physical Tests and Other Pre-
liminaries; Notes of the Camp.

CAMP LEE PETERSBURG, Va., Sept. 26.—Today was a half holiday for Company I, 319th Regiment, so some of us took advantage of the opportunity and went down to the lower end of the camp to see the boys that came in with the second contingent. We found them all at work drilling and being instructed in the rudiments of soldierly.

Who do you suppose we saw drill-
ing a platoon of rookies? Nobody but
Oliver "Mike" Goldsmith, giving the
commands. "Company attention,
right-face, left-face, right-about-face,
left-about-face, hand salute, etc."

And the rookies obeyed as though
"Mike" was an old hand at the busi-
ness. Dave Patterson was also teach-
ing a platoon.

None of them have been examined
and they are only temporarily located.
About half of them are in the 24th
Company, Sixth Training Battalion,
Section Two, Department Brigade,
Eighteenth Division.

A bunch of the newcomers reciprocated
by paying the Company I boys a
visit tonight, comparing notes and
relating old stories.

Tom Courtney wants to know how
the price of coal is holding up. He
would appreciate some advice along
this line.

John Fenolio was asked if he lost
any weight since coming to Camp Lee.
John replied: "No; I gained."

Clark Ralston sends his best wishes
to all Connellsville friends, and wants
to let it be known that the division
of the American Army at Camp Lee
is safe from the enemy, at least as to
the loss of blood, it was stated.

Montelio was night watchman at
the plant until a short time before the
mill began to operate last Saturday,
when he took a job inside the mill.

The body of the deceased was re-
moved to Funeral Director J. L.
Stader's parlor and prepared for
burial. Later it was taken to the
Montelio home at Wheeler. No ar-
rangements will be made for the
funeral until word is received from
the stepsons who are in the army.

Coroner S. H. Baum of Uniontown was
notified of the occurrence.

Montelio is remembered here as
having been a driver for F. T. Adams
for several years. He had lived at
Wheeler, however, for some time past.

In addition to his widow and the step-
sons, who are in training camps, he
is survived by these stepchildren:

Mrs. Mary Bigelow, Rose, Nicholas,
Dominic and Elizabeth Greno.

Andrew Lucas, employed at Leisenring,
appeared at the office of No. 5 board
this morning and filed a waiver
claiming no exemption. His superin-
tendent had previously filed an ex-
emption claim for him with the
Greensburg court of appeals, but he
prefers to go to war.

Men for District No. 5 will report
Sunday morning, and will then be re-
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SECOND GROUP OF DRAFTEES DOWN TO WORK AT CAMP LEE

Oliver Goldsmith, David Patterson and Clyde Howard Acting as Sergeants.

COMPANY I BOYS GET GUNS

Manual of Arms Now to Be Taken Up by Group of Draftees That Went to Camp First; Local Boys Complaints in Movies Taken of Field Drill

CAMP LEE, Va., Sept. 25 (UPI)—Second contingent of draftees all well with the exception of a few minor troubles. The men started training today but have not been armed. Oliver Goldsmith, David Patterson, and Clyde Howard are acting as training sergeants.

Company I, 319th Regiment, of which the contingent of draftees from Connellsville and vicinity form a part, received guns today, and are ready to take up the manual of arms. Universal Film Company took motion picture today of the drill field of several companies of the 319th. Company was included and several of the boys will be conspicuous, it is said.

CAMP LEE—Petersburg, Va., Sept. 24 (By Mail)—The second contingent of draftees from Connellsville and Fayette county districts arrived at Camp Lee about 2:30 P. M. today. All of us were over anxious to see the boys and were on the lookout every time we got a chance to see if we could detect the familiar face of one of our former townsmen.

This morning while we were going through our daily physical exercises, Wilson Bush said he was positive he saw a Connellsville boy among one of the large crowds of men coming from the train, so we got busy and asked the lieutenant for permission to go up to headquarters where all the men are taken when they first come here. We were badly disappointed when we arrived at the scene to find none of our old friends there. All we saw was some West Virginia snake hunters. We learned later in the afternoon that the boys had arrived and soon after made their way to the Navy Department.

Following this, on the 17th of September, came the news that the company would be sent to sea under the name of Mrs. George Dewey, and a statement by the Navy League in which it was said that the report of the board which investigated the explosion of the powder magazine at the Mare Island Navy yard had been received and confirmed the charge that the explosion was due to criminal conspiracy. It was this Mare Island affair that first caused the break between the league and the department.

Meanwhile, on September 15, Mr. Neville had received from state headquarters in Philadelphia the following letter: "We have just received at the state headquarters a request for 50,000 knitted garments for the men in the United States Navy, which has been sent us with the full knowledge of Mr. Daniels, who made no objections to their being received. I write to ask if you will help us in this order as we are particularly anxious at this time that the Navy League should not fail the men in the Navy." (Signed) Mrs. Moncure Robinson, state chairman.

The last communication received by Mr. Neville came a few days ago, being dated September 22. In this letter, B. H. Sheekells, of Washington headquarters of the league, wrote: "Notwithstanding the fact that several newspapers have given the impression that the work of the Navy League has been swallowed up by other organizations, we are working harder than ever. We want the comforts committee of your section to keep on working and sending the finished garments to headquarters. Mrs. George Dewey will see that they get to their proper destination. There is just as much need for the work as ever, and we guarantee delivery of all finished garments received. Other and more important lines of patriotic activity are being planned for all Navy League sections, and you will soon hear from us in regard to this new work. We certainly appreciate the loyalty of your section to the Navy League and hope you will extend our thanks to all of our good friends who are back of us in the present situation which is bound to work out in our favor."

Mr. Neville has received no information regarding the proposed sewing of Navy League women for soldiers rather than sailors.

NAVY LEAGUE WILL CONTINUE WORKING FOR THE SAILORS

Women May Knit in Serene Confidence That Artiles Will Reach Jackies.

According to all information received up to the present time by R. A. Neville, secretary of the local Navy League chapter, from headquarters at Washington, the Navy League will continue to work for an adequate navy, well equipped, properly organized, and efficiently administered.

The correspondence began when Mr. Neville was sent a telegram on August 18, immediately after the Daniels-Thompson squabble, which read: "The Secretary of the Navy cannot legally prohibit the men of the service from accepting patriotic gifts from patriotic people, and we ask you to continue your work as usual."

Following a letter of inquiry from Mr. Neville, A. J. Townsend of the Washington headquarters of the league, of course taken by the league, "We desired no controversy," says Mr. Townsend, "and there will not be one. We feel that everything has been done by the league that is necessary under the circumstances, and the way is left open for Mr. Daniels, if he so desires to graciously withdraw his drastic orders. The work of the league is progressing as usual; the articles of comfort are being sent to the men of the Navy through individual channels, and every effort is being made to see that they do not suffer on account of any misunderstanding that may exist between the Navy League and the Navy Department."

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France and Italy formerly produced their own sugar. They can not do so now. England imported largely from Germany and Russia. Therefore, our allies must now come to the West Indies for over 2,000,000 tons if they are to obtain a normal amount. They thus draw from our own source of supply and we must divide with them.

Of potatoes and other vegetables we have a superabundance, which we can not ship, because they require 4 to 10 times the tonnage of more concentrated foods. We have abundant fish, sea foods, and poultry.

Therefore, we have two clear duties: First, to substitute other commodities we have in abundance for those that we can ship; second, to eliminate every waste. If in this way we can reduce our average consumption per person 1 pound of wheat, 2 ounces of fat, 7 ounces of sugar, and 7 ounces of meat per week, and if we use our milk and butter carefully and without waste, we can maintain our own people on a full diet and can still supply the deficiency in our allies' food; for when these apparently small individual savings are multiplied by 100,000,000 every week they assume gigantic proportions and offer a complete solution of our problem.

We must remember that every day that this against Germany is by proxy the American flag, that those fighting in our defense can not be maintained over this winter without the minimum food necessary for their armies and ours, and for their men, women, and children at home. The provision of these needs can be accomplished only by the resolute personal service of every man, woman, and child in this country.

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Mr. Neville has received no information regarding the proposed sewing of Navy League women for soldiers rather than sailors.

GET ANOTHER BAND

Dunbar Majlins Will Have Lanzino's Organization for Celebration.

More details of the Columbus celebration at Dunbar on October 11 and 12 are being made known daily, and as the list of features grow, the promise of the committee in charge to make this the biggest event of the year in Dunbar seems more and more likely to be carried out.

Notices were received by Thomas Madigan, Sanford M. Inks, Ross Wright and Albert Rose that they are soon to report for duty at army camps in various parts of the East. It is presumed that a similar notice came to William Ball, but he is likely to be carried out.

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Notices received last night by the men stated that transportation and further details were coming under separate cover.

All five enlisted in the Fifth Engineers at Pittsburgh but were not called up when the regiment went late train.

Clyde "Casey" Jones, who has finished his preliminary training course at the army school at Ithaca, N. Y., is home awaiting notice to report at an Atlantic port and sail for Italy where he will be trained for the army aviation corps. He had the choice of going either to France or Italy but chose the latter, although as most of the aviation candidates asked to be sent to France. He says he will go within seven hours call of the port from which he sails.

The letter congratulates Detective Mitchell on his solution of the case.

Subscribe for The Weekly Courier.

Americans Can Have Full Diet and Still Supply Needs of the Allies

From The Official Bulletin.

Europe is short of food, due to the diversion of millions of men from production to war, to the occupation of land by the armies, to the isolation of markets by belligerent lines. Always dependent upon imports for a large portion of its food for men and animals and for fertilizers, the submarine destruction of shipping has limited Europe in her imports of fodder and fertilizers until many animals have necessarily been slaughtered and the soil reduced in productivity. Furthermore, shipping must now be devoted to the most concentrated foods and to getting these from the nearest market—North America. All of these conditions will continue to dominate until the war is over.

The supplies of the world's harder for the next twelve months are now known. They are too short to support our allies unless every man, woman and child enters National service to support the Food Administration.

France, England, Ireland, Italy, and Belgium in peace time import 40 per cent of their wheat. Owing to the reduction in harvest they must during the next twelve months import 50 per cent. In peace times we furnish 8.2 per cent of their breadstuffs; Canada furnishes 11.6 per cent and they draw from other markets 20.4 per cent. This year the fine exertion of Canada will furnish about 16 per cent, we must contribute 20 per cent and we must reserve 2 per cent for neutrals from whom we draw vital supplies. This leaves 25 per cent which the allies must eke out by use of other cereals in their war bread. Obtainable from other markets or further reduce consumption. Our 22 per cent means 220,000,000 bushels of wheat against our surplus in this year of short crops of only 88,000,000. If we eat normally, if we reduce our wheat flour consumption from 5 pounds per week per person to 4 pounds, we shall make available our quota.

The food animals among the Allies have decreased since the war began by about 33,000,000 head, thus their meat, fat, milk, and butter have decreased in the face of increased need. They normally import 30 per cent of their fodder-grains, corn, oats, barley, and rye. Owing to the reduction in their harvest they must, this next twelve months, import 55 per cent if they receive the normal amount. In peace times we furnish them under 2 per cent, and Canada under 1 per cent. This year we must alone furnish them with at least 40 per cent, as Canada produces little but wheat. Our quota means 500,000,000 bushels and we can do it if our great corn and oats crop mature.

They need the cereal other than wheat, not only to supply feed for animals but partly to substitute for wheat in the bread. They can, however, only absorb a certain amount of corn for human food, for, except in Italy, they have never eaten corn bread, and have no adequate mills, and, besides, household baking is a lost art and corn bread can not be distributed from the bakeries. Therefore, they must have wheat as the basis for their war loaf.

France and Italy formerly produced their own sugar. They can not do so now. England imported largely from Germany and Russia. Therefore, our allies must now come to the West Indies for over 2,000,000 tons if they are to obtain a normal amount. They thus draw from our own source of supply and we must divide with them.

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We must remember that every day that this against Germany is by proxy the American flag, that those fighting in our defense can not be maintained over this winter without the minimum food necessary for their armies and ours, and for their men, women, and children at home. The provision of these needs can be accomplished only by the resolute personal service of every man, woman, and child in this country.

WALTER ARTZMAN TELLS ABOUT TRIP TO CANTONMENT

South Connellsville Drafts Describes What Happened on Long Train Ride.

ENCOUNTER MANY DELAYS

Lay Over from 5 to 7 A. M. at Washington But No One Is Permitted to Leave Train; Petersburg Reached at 12:50; Detrals at 2:10.

A detailed description of incidents during the long ride of the second contingent of draftees from Districts 2 and 5, from Connellsville to Petersburg, is given by Walter Artzman of South Connellsville, a member of the party, in the following interesting letter:

"District No. 2 draftees were mobilized at the local armory Sunday at 3:30 and remained there until 5 P. M.; marched to the train and got on at 6:10; then had to transfer to another one; left the station at 7:30 P. M. Mount Pleasant boys were moved from front of the train to the rear. We enjoyed a small lunch before we reached Obiopole. Reached Confluence at 8:35 and were run on a side track to let train No. 112 go by; left Confluence at 9:15 P. M. We had our first Army meal served on the train, then stopped for three sandwiches, one piece of cake, two bananas and all the hot coffee one could drink, served by very polite chefs from the dinner on the rear of the train. We arrived at Rockwood at 9:45 A. M., and a few of us walked through the train. Some of the boys were asleep; others were telling stories, all happy and in the best of spirits. We saw very few people at Rockwood. At 11 A. M. we were asked to leave the train and walk to the camp and we detrained at 2:10 P. M.

"Our district has been divided up into all other companies. My present address is Company 2, Sixth Training Battalion, Depot Brigade, Camp Lee, Petersburg, Va."

APPENDITE BOARD CERTIFIES NAMES BACK TO NO. 1 BOARD.

Thirty-six names were certified back by the appellate board at Greensburg Thursday to the local board for District No. 1, Uniontown, of men who will make up the quota scheduled to leave next week for Camp Lee, Virginia. It was stated that the government, through its legal representatives, would appeal the decisions in each instance where exemption had been granted by the Uniontown board.

WORD RECEIVED FROM DUNBAR DRAFTS.

Word has been received in Dunbar from Harry Baker and Byron Dunbar, who left Sunday night with the draftees for Camp Lee. They report that all are well, that they like the place very much and are having a fine time.

WIVES OF COMPANY D OFFICERS TO JOIN HUSBANDS.

Mrs. Robert S. Morton and Mrs. John Robinson left this morning for Augusta, Ga., to join their husbands, Captain Morton and First Lieutenant Robinson of Company D. Captain Morton and First Lieutenant Robinson together have rented an apartment in Augusta.

"We arrived in Washington, D. C., at 5:00 P. M. and laid over until 7 A. M., but not one left the train. We could see the Capitol and the Washington monument. On the out-

COLONEL COULTER REVIEWS TENTH IN A DRENCHING RAIN

Commander of Regiment Pleas-ed at Showing Despite Adverse Weather.

SQUAD NO. 12 A WINNER

Corporal David Randolph's Men, Almost All Newcomers, Come Out on Top in Competitive Drill and Get Two Days' Vacation From Drill.

CAMP HANCOCK, Friday, Sept. 28, The whole Tenth Regiment was reviewed at 5:30 this evening by Lieutenant Colonel Coulter and his staff, the troops parading through a steady downpour of rain, which drove them from the field as soon as the review stand was passed.

Everybody was out and a good appearance was made by all. Following are the different organizations as they passed for review: First, Second and Third battalions, Headquarters company, Machine Gun company and Hospital Corps.

Rain started to fall here last night about 9 o'clock and at the time of this writing it is still raining, this being characteristic of the Southern rains. Heavy rainstorms such as Pennsylvania is subject to, are very rare here, according to lifelong residents of this state.

The fact that the Fighting Tenth was not split up during all this reorganization is taken as quite a compliment. That it was retained, along with only three other regiments of the state, shows that it ranks among the best. In the daily lecture delivered by Major Martin here today he expressed the opinion that the Tenth was never in better condition and attributes the promotion of our former colonel, and the present honor that has been bestowed upon us to the men only. Major Martin said that as organization is what the men make it.

In a competitive squad drill, held by Company D this week, Squad No. 12 took the honors. The twelfth squad is in charge of Corporal David Randolph, and is made up of Privates C. E. Donnelly, Monroe Marlett, Harry McCullough, Harry Ainsley and Frank Shannon. They are almost entirely new men, and to have them take honors over every other squad is due only to hard work. As a reward, Captain Morton has given these men a two-day vacation from drill.

Today is show day in Augusta, and everybody is preparing to go to town. The show bears good name, it being the same one that showed in Connellsville shortly before we were ordered to move.

Doctor Douglas, now a lieutenant connected with the Third Field Hospital here, was calling on friends in the Hospital Corps this week. Everybody was glad to see their former townsmen.

"We have been in the state of Virginia for about an hour. This part is pretty hilly, and covered with timber. It is now 10 A. M. and we are still on the train. Have not seen a town with more than 25 houses since we left D. C. There are 19 coaches on our train, most of them F. & L. coaches. We are in the first five.

"10:40 A. M. Just arrived in Richmond, Va. And uniformed soldiers are serving us a lunch, packed in pasteboard boxes, and hot coffee. This will probably be our last meal today, but everybody has enough of their own for about two meals. Richmond is a fine place, from what we can see from the train. There are coaches of all descriptions here in the yards, probably some that other draftees have left.

"Arrived in Petersburg at 12:50 P. M.; stopped a few minutes, then were run up the track about six miles. Another engine was put on the train and we were brought back to Petersburg at 1:20 P. M., then to the camp and we detrained at 2:10 P. M.

"Our district has been divided up into all other companies. My present address is Company 2, Sixth Training Battalion, Depot Brigade, Camp Lee, Petersburg, Va."

CAMP HANCOCK, Sept. 25.—The reorganization of the Twenty-Eighth division will leave the Tenth Regiment intact, it is rumored, so far as separating the regiment is concerned. No official report has been given out in camp, but it is generally supposed that the Eighteenth Infantry will be entirely gone away with and the men will be placed in other regiments, part of them coming to the Tenth. The Sixteenth will also be held and will be filled up from the other organizations that must go.

While the Tenth will remain together, the various organizations within its bounds together with the troops that will come from the other departments will all come under the name of the One Hundred and Eleventh Infantry and the name Tenth Regiment will be entirely gone away with.

So far as the sanitary detachment is concerned, it will be kept together and a detachment from one of the old regiments, probably the Thirteenth, will be transferred to fill it up in accordance with the new regulation.

WARTIME VOYAGE ACROSS ATLANTIC FULL OF THRILLS

Bert Howard Tells What Happens When Vessel Doesn't Show Her Ensign.

DESCRIBES STORM AT SEA

Heavy Sea, Fog, Wind and Rain Are Encountered on First Few Days Out Tells How 11 Merchant Ships in Convoy Were Protected on Voyage.

A description of the exciting incidents of a voyage across the Atlantic in war times such as is rarely heard or written, is provided in the diary of Bert Howard, son of Mr. and Mrs. William Howard of Sycamore street, a seaman on board a U. S. cruiser. The diary is dated "Some-where on the Atlantic, August 21," and the letter containing it reached his parents not quite a month later.

The cruiser started out from New York as the convoy for 11 merchant ships, laden with supplies for the Allies. Bert describes the sailing formation in a diagram similar to the following, the X representing the cruiser:

* * * * X
* * * * *
* * * * *

His entries from day to day follow:

"August 21.—At 4 A. M. we left New York with a convoy of 11 ships to take to the war zone, there to meet another convoy and continue through the danger zone to European port. The sea was calm until 12 A. M., and then it got foggy and at 10 P. M. it started to storm. I guess we are in for a big Atlantic which generally lasts about 21 days. Well, it's fierce. We can't see 50 yards ahead."

"August 22.—At 6 A. M. it's still storming as bad as yesterday. We lost one of our ships in the fog and I guess she headed back to New York in the storm."

"August 23.—Still in the storm and rough as ever. The fog still as bad. Going at 7½ knots, just barely moving along on account of the fog."

"August 24.—Lost another ship in the fog. At 5 A. M. it calmed down a little but started up again at 10 P. M. and continued through the night."

"August 25.—Storm still raging, missed another ship this morning. She had engine trouble and could not keep up. Sighted a vessel this morning and we moved our guns, getting ready for battle, but on coming closer she proved to be nothing but a tramp steamer heading for New York."

"August 26.—At 11 P. M. the fog lifted considerably and it's not so bad at 9 A. M. The sea calmed down and we are having fine weather. At 1 P. M. it's very nice, and we are making 10 knots. Had a little rain after 2 P. M. and it has calmed down. Last night was what would call a lover's night, it was so nice and calm and the moon was full."

"August 27.—It is still calm. The sea is like glass. We still have our sight ships and everything is doing nicely. This is our sixth day at sea and all is fine so far. I hope it will keep that way for the rest of the trip. Rained a little tonight, but that is all. It is 6 A. M. and everything is the same. All the convoys are in position. We passed a British tramp this morning. At 3 P. M. it started raining and kept it up the rest of the day. Sighted a three-mast sailing schooner at 3 P. M. headed for across."

"August 28.—At 6 A. M. the weather is fine, though pretty warm. At 8, we sighted a ship on the starboard bow. At 10, it closed up with us, and proved to be the — or one of our convoys that dropped out on account of engine trouble. She is now in her position and is steaming along just right. Another one of our ships has engine trouble now and she is out of sight. It is estimated that it will take six hours to fix her up so I guess she will be with us again in a day or so. We passed a floating mine this morning, about 100 feet from us. It was a pretty close call. We fired a six pounder into it and you should have heard the explosion. I guess that if we had hit it we would be going west."

"August 29.—At 6 A. M. it is the same as yesterday. We sighted a steamer at 7 A. M. headed for New York. This weather is great and I hope it keeps up. It's what we call a sailor's paradise. At 3:30 P. M. we sighted a three-masted sailing vessel going northwest."

"August 30.—At 2:10 A. M. one of our convoys reported that she was on fire. She was carrying munitions, and we thought she would blow up, but the fire was brought under control about 3 A. M. and she is still with us. A little rain last night."

"September 1.—Foggy and a big sea is raging. Heavy weather and rain at 7 A. M. The steamer that was adrift started again, turned around and headed for New York. We passed a British scout at 11:30 P. M. and another at 2:30 P. M. We seem to be in for another storm. We changed our uniforms from whites to blues this morning. At 6:42 we sighted what we thought to be a German raider or scout cruiser following our convoy. We left the convoy and started for her at full speed. All gun crews were at their guns and the guns were loaded and we thought sure we were going to have some fun or a battle. At about 3,000 yards we fired a shot across her bow. That meant to stop and hoist her ensign. But she did not stop, and that meant war. Instead of opening fire, however, and giving her a volley we put two six pounder shots through her bow. Not enough to damage her much, but just to let her know that we wanted either to hoist her ensign or there would be battle. Her ensign went up in a hurry. The flag signified that she was a neutral na-

tion's ship. Her crew was lined up on the bridge. Being a little leary, we circled around her a couple of times, coming closer all the time, until we could make her out. She was a British cable ship and mine layer. She used to be a British steam cruiser and that is why she ran. Good thing she stopped, or she would have been in Davy Jones' locker in about five minutes. There is a heavy sea running and it is getting pretty cold."

"September 2.—High seas and a little colder. All in convoy with us. Rain and fog is our hobby now. It is all we get."

"September 3.—In spite of fog and rain we are still all together. We are going very slowly now, for we are at the dangerous part of our trip. I guess we will turn around tomorrow if everything goes all right."

"September 4.—Eight A. M. A big sea and a heavy swell. It is just a fine day, however, with no rain so far. Should be able to see the convoy that is to take the ships the rest of the way pretty soon, but the officers think now that we won't see her today. I hope we don't. I would like to go on with our ship—Met British convoy at 5:15 P. M. and turned over our ships to her. We are now on our way back to the United States. We were about 200 miles from France when we turned over our ships. This is our fourteenth day at sea, and we should get back in less time."

"September 5.—It is now 10 A. M. and we are still battling them out. There is a heavy sea and a strong wind. Today being pay day, we are all ready to draw our money, but we have no place to spend it. Just wait until we hit dear old New York—however. Then we will stop high, wide and handsome."

"September 6.—We were nearly swamped last night. We were heading into the seas and they were running pretty high, and as we went over one wave, another one came, too quickly, and our forecastle was under 16 feet of water—in other words, submerged.

"September 7.—At 3 A. M. it started to get bad again, and soon it reached its worst this trip. We are just like a cork in the sea now. The seas are running mountain high and we are not allowed on top side, since it would be very easy for us to be washed overboard. We are turning over for 10 knots but still we are going astern, the waves are hitting us so hard. They are so big that they have gone down our stacks already this morning, and it is getting rougher all the time. We get down in a burrow of one of the waves, and all you can see is water on all sides. It looks as if we will be swallowed up any minute. I tell you we are in an awful fix right now. Really, I can't explain much about it; for words could not tell how rough it is now. If this keeps up for a day or two, it will be only by God's help that we will get out of it without going down and making a visit to Davy Jones."

"September 8.—At 2 A. M. it calmed down considerably and at 10 A. M. it is pretty fair weather and a medium sea. Hope it stays this way, for we might get somewhere if it does. We made about 20 miles in 36 hours. Going some, eh?

"September 9.—Calm sea running and a little rain and fog.

"September 10.—This is a great day to be at sea: quiet and just wind enough to make you realize that the old world still exists. It is a little calm, but there is enough sun to warm things up."

"September 11.—Everything is running smoothly. We are off the Newfoundland banks now and we may get to see land yet before reaching our destination.

"September 12.—Well, the day broke with everything as fine as silk: calm sea, fair weather. We sighted a small boat, a 20 foot cutter, this morning and it looked as if some ship had founders, with all on board lost, for it was about 150 miles from land and looked as if it had been wrecked a few days ago. It had life belts and a water breaker in it, but was half full of water, due to the storm a few days ago. The boat looked as if it were the small boat of a passenger steamer. All in all, it was a sight people at home will never see, and which they cannot realize at all. About 6:15 P. M. we sighted a school of porpoise in our starboard quarter and I would judge that there were a million of them in the school. They travel in a straight course and as far as you could see they were coming. They leaped out of the water at intervals of a few seconds, and when a big bunch leaped at once, it certainly makes a pretty sight. They followed the ship until dark and then went off on their journey south. It is getting awfully cold around Newfoundland, so they are starting south for the winter. I have seen lots of them but that was the largest school I have ever seen, and everybody on the boat says the same.

"September 13.—Woke this morning to witness the most glorious sunrise of my life. I have seen some pretty ones at Corinto, but this had them all beat.

"September 14.—A smooth sea and the weather slightly warmer. This is what you call a balmy day. No life at all. Just dead.

"September 15.—This morning being Saturday, we cleaned up for inspection and after inspection, the word was passed to secure everything for a storm. Reports had been received that a hurricane was playing havoc off the coast of —. It has not hit us yet, but we are prepared for it, should it come our way. (Later) Well, we have not hit the hurricane yet, and it is now 4 P. M. There is a sea and a little fog. A few hours ago. All we are for breakfast will make lot of difference at sea.

"September 16.—Well, at 2 A. M. we met that storm which I thought we were going to miss. This storm surely merits the name which is given to it—hurricane. It is so rough that we cannot cook anything to eat. Worse than the one we were in a few days ago. All we ate for breakfast and dinner was canned goods and bread. It's just our luck, too, for we

expected to get into port this evening, but will be lucky if we get in for a day or two now. We were going to — but at the last minute they changed it to —. We have not seen land yet but expect to see in the morning. I hope we do.

"September 17.—Storm raging and we are now about 60 miles from port.

"September 18.—High seas and a little colder. All in convoy with us.

"September 19.—Rain and fog is our hobby now. It is all we get.

"September 20.—In spite of fog and rain we are still all together. We are going very slowly now, for we are at the dangerous part of our trip.

"September 21.—We are still battling them out. There is a heavy sea and a strong wind. Today being pay day, we are all ready to draw our money, but we have no place to spend it. Just wait until we hit dear old New York—however. Then we will stop high, wide and handsome."

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LOTS OF CHANCES FOR ADVANCEMENT IN THE U. S. NAVY

Starting at Bottom, Recruit Can Attain Promotion and More Pay.

LONG SERVICE REWARDED

Retirement Into Reserve Brings With It Annual Retainer; Younger Recruits Have Opportunity to Secure Appointment to U. S. Naval School.

NEW YORK, Sept. 23.—The United States Navy offers more opportunities to the enlisted man and gives better pay both for active service and in retirement than any other branch of the armed forces of the government.

Starting at the very beginning it is possible for a young man, by work and study, to have continuous and frequent advancement with increase of pay. To his base pay there is always extra pay for special duties and with each enlistment his pay is also increased.

An instance of this is that a young man enlisting in the Navy receives now the following pay: Apprentice seaman, \$32.60 a month; seaman, second class \$35.90 a month; and seaman, \$38.40 a month.

From this post he may become a petty officer, receiving a present war pay of \$11.00 for third class, \$16.50 for second class, and \$32.00 for first class.

Rising to a chief petty officer, his present war pay is from \$61.00 to \$83.00, depending on his class of skill and experience.

The next higher grade is that of warrant officer which is a life position, attainable only by promotion from enlisted grades. The pay of a warrant officer is \$1,500 to \$2,400 a year, depending upon length of service with benefits of retirement at 64 years of age on three quarters pay, or at any time before 61 for disability incurred in line of duty. The warrant officer's grade is composed of boatswains, gunners, carpenters, machinists, sailmakers, pharmacists and pay clerks.

Warrant officers have a still higher step in that they are commissioned as chief warrant officers in their various grades, with rank of ensign, after six years of service as boatswain, gunner, carpenter, machinist, pharmacist, or pay clerk. After six years' further service from date of commission they receive the pay and allowances of a Lieutenant junior grade in the Navy; and after 12 years' service from date of commission they receive the pay and allowances of a Lieutenant in the Navy.

The advancement which is open to ambitious young men who enlist in the Navy is not limited to the grade of warrant officer. There are several avenues open for promotion to commission, for example: a boatswain, gunner or machinist, or a chief boatswain, chief gunner or chief machinist, who has been in his grade four years and is under 35 years of age, may enter the examination for appointment as ensign; this examination is held every year, appointments being limited to 12 annually. A man who wins a commission in this manner is entitled to the same pay, privileges, honors and opportunities for further advancement as are open for officers who are graduates of the Naval academy.

Pay clerks and chief pay clerks under 35 years of age may take the examination for appointment as assistant paymaster in the Navy. This examination is usually held every year and is competitive.

The law provides for the appointment each year of 100 enlisted men to the Naval academy, the requirements being that the applicant must pass a competitive examination, must be under 20 years of age at the time of appointment, and must have been in the Navy at least one year at date of entrance to the Naval academy. Examinations for entrance to the Naval academy are conducted on board all ships and stations wherever there are applicants. In order to give young men a chance to prepare for this examination, classes are formed at the training stations (and on board ships), with special instructors, and the free use of the necessary text books. The candidates who have the highest standing on the examination, have successfully passed the physical examination, enter the Naval academy on Aug. 15th, and are admitted on exactly the same terms as midshipmen who are nominated by members of Congress, and, upon graduation, receive commissions in the Navy.

Referring from the service as chief petty officers of any class may enter the reserve force where he receives an annual retainer. Should he be called into active service he is then paid in addition to his retainer, the base pay of the regular Navy for the duty and if on recruiting duty he will receive \$2.00 a day or \$60.00 a month for subsistence. The following schedule will show what a man will receive after retirement into the reserves. After four years of service he will receive \$62.50 a year if he goes into the Reserve force four months after his discharge. If he waits over that time his retainer will be \$50.00.

After eight years service, the retainer is \$90, if after four months of discharge, and \$72. after that.

For 12 years service \$125 yearly retainer if after four months of discharge and \$100 after that.

Reaching 16 years of active service, a chief petty officer of active service to the reserve will receive one-third of the base pay plus all permanent additions, amounting to \$20 to \$25, and averaging a monthly income of \$36. If he has served 20 years this amount will aggregate \$65 monthly.

If called back into the regular service this man will then receive the

regular pay of his class plus his retainer pay and if on recruiting duty \$2.00 a day for subsistence.

For instance, a chief petty officer drawing a regular pay of \$36 monthly would receive \$45 retainer and \$60 subsistence allowance, making a total of \$202.

If this man had retired after 20 years and was called back, he could draw \$66 retainer, \$106 regular and \$60 subsistence, making a total of \$220, which is more than a junior lieutenant's pay and nearly equal to that of a full lieutenant or a captain in the Army.

If this man had retired

WHAT OF WINTER? IS THE QUESTION IN COAL TRADE

Most Serious Situation Now Confronts the Coal Consumers.

ACUTE SHORTAGE IS SURE

The Government's Remedial Measures Have Decreased Production Without Improving Car Supply, Transportation, or Labor Conditions.

The country is on the threshold of winter, and facing the most serious conditions in coal production and supply in its history, says the American Coal Journal. Price fixing agitation promoted by large consuming interests as a camouflage to fill their own bins has served to drive the domestic trade from the market in the summer in the delusion that through government action coal would later be more plentiful and prices brought to lower levels.

The prices are down but arbitrary means, and the first effect of which is to decrease production. Thousands of households are face to face with cold weather with little or no coal in their basements. These people must have coal as a preventative of epidemics of sickness. Office buildings, stores and hotels must have coal for heating purposes.

Production statistics for the summer show that the output of the mines has been approximately 75 per cent of the demand for coal. Winter weather will not only increase the demand, but will lower the production largely because of decreasing rail facilities.

Factories are also seeking coal, and many of them are entering the winter with supplies sufficient to maintain them for only a short time. Indications point to many towns and cities being confronted this winter with the option of cold residences and homes, or closed factories, and unemployed people.

Strikes from trivial causes are closing mines for days in succession and higher wage agitation hampers production in every field. The prospect of idle people this winter because of steam coal shortage sits neither sad nor union heads, nor awakens the lethargy of government authorities.

Remedial measures by the Washington powers who have assumed authority in the situation are confined solely to price fixing activities. The direct result of which so far is to decrease production. Attention is being given to neither car shortage, all facilities nor labor conditions.

The coal producers in all likelihood will receive the full brunt of criticism and condemnation for the condition immediately ahead. Recrimination and acrimony will be heaped upon them, with threats, investigations, possibly grand jury inquiries, and frenzied appeals to Washington.

But the government by Congressional action is drafting men into the army, but hesitates to interfere with decreasing labor efficiency in the coal mines.

The government is exercising "war powers" in designating maximum coal prices, but disclaims authority to fix meat and other food prices, and puts forward the rural vote, grabbing expedient of a minimum price on certain grades of wheat.

Governmental bodies assert authority to seize coal mines, but the government fails to assert the right to close coal burning factories producing luxuries, and articles not necessary in households, or in the prosecution of the war.

Government agencies distribute coal cars to mines under priority shipment orders, but declines to forbid the diversion of coal cars to the movement of road building materials, automobiles and similar freight traffic.

Members of one state council of defense in the mid-west are boasting of their readiness to take advantage of a coal stranglehold this winter for renewed attacks upon the coal industry.

The coal industry has two immediate channels of relief. One is in the promotion of a national association to complete organization as soon as possible, and founded on the high aims and broad purposes of societies like the United States Chamber of Commerce, the American Bankers Association and the National Organization of Railway Executives.

The other channel in publicity—the presentation to the people through the newspapers of the courtesy of concise and exact facts and figures relating to the production of coal, the handicaps that surround the movement of coal, and the labor and cost problems which the producers are facing.

ORDER COAL SHIPPED.

Government Reported Warping Operators to Supply Plants at \$2 Price.

The government, in order to assure adequate supplies so far as possible to steel and other plants engaged by war contracts, is ordering coal producers to make prompt shipments of fuel to these plants at \$2, mines, according to reports.

The condition of mills with regard to coal supplies is becoming alarming, and a number of them in the Pittsburgh and other districts are reported to be on the verge of closing down unless their coal supplies are replenished at once. The government evidently alive to the situation, is taking vigorous steps to overcome it.

CAR ORDERS HELD BACK.

Because of inability to obtain steel the railroads are not placing additional orders for freight cars, and the government is not pushing its recent inquiry for 10,000 more for use in France.

LAKE ORE AND COAL DECREASE

In Movement to and from Interior Points, One Interfering With the Other.

Showing a decrease of 169,094 tons or 9.7 per cent over the previous week, 1,016,396 tons of ore were moved in the week ended September 22 from Lake Erie ports to interior furnaces, says the Cleveland Daily Iron Trade. For the same week a total of 1,090,721 tons of coal were delivered to boats at those ports. The tonnage of coal loaded was a decrease of 88,549, or 7.5 per cent over the previous week.

This is taken to indicate that the effect of the priority order intended to stimulate the movement of lake coal, seemingly has disappeared, or was offset as the result of price fixing and the overloading of lines reaching the ports of Toledo and Sandusky, O., resulting in embargoes being declared, and a halting of shipments. Moreover, the railroads report labor conditions are unsatisfactory.

Up to September 22, there had been loaded 18,473,267 tons out of a total of 29,400,000 tons of coal to be delivered to the boats this year, leaving 10,520,633 tons to be loaded in the 10 weeks remaining after the date mentioned. Since the opening of navigation, 21,199,331 tons of ore have been moved out of 30,400,000 tons, which it is estimated must be shipped in cars before the navigation season ends. This left 8,800,669 tons to be moved during the 10 weeks remaining. Dependence had been placed upon an increase of lake coal shipments to take care of the ore, but unless improvement is made in this respect, it will be necessary to transport empty cars to lake ports, a difficult and expensive operation under present congested conditions.

Difficulty in moving cars has resulted in a decrease in the car supply both at the mines and the coke ovens, and a number of the furnaces of the United States Steel Corporation are banked or out of blast for want of coke.

DOUBTFUL POINTS IN COKE PRICE PLAN TO BE CLEARED SOON

Continued from Page One.

details necessary to apply the government price. The formation of a brokers' association is said to be contemplated.

In his formal announcement to the coke trade of the United States of the fixing of the price of coke Roy A. Rainey, chairman of the Coke Committee of the Committee on Coal Production of the Council of National Defense, has made the following statement, urging the fullest cooperation by coke producers and their strict adherence to the regulatory plans of the government:

"The price of furnace coke fixed by the President, viz.: \$6.00 per net ton, basis Connellsville, after conference with the War Industries Board, while not as high as the operators may feel entitled to receive, is nevertheless a price sufficiently high under present conditions to stimulate the industry for removing the uncertainty heretofore existing in connection with governmental price fixing. The fair and broad minded attitude shown by the President and the War Industries Board in dealing with this question is an assurance that the coke operator now have no fear of governmental action detrimental to the industry and undoubtedly every effort will be made not only to maintain, but if possible to increase coke production in order to do our part in accomplishing the speedy and successful termination of the war."

"All coke which has been selling on the spot market at prices more than double that fixed by the President, must now be available at the new price in order to maintain the present rate of steel production, and the government expects you to give your hearty co-operation in every possible manner to accomplish this object."

"It is, of course, understood that the President's order prohibits sales of either spot furnace coke or over \$6.00 per net ton, Connellsville, and after September 24, 1917, and too much stress cannot be laid on the advisability of strictly adhering to the spirit of governmental action."

"The coke industry may rest assured that its efforts to co-operate with the government in maintaining and increasing production will receive due recognition in case further readjustments are deemed necessary."

OPERATORS LACK MEN.

Also Need Transportation and Price, They Tell Manufacturers.

Lack of man power and lack of transportation have reduced the coal output. Operators told the manufacturers in the Cleveland district that they need more men and cars, and a \$3 a ton price.

The operators say they can't hold the miners in competition with the steel mills, which pay much higher wages. Higher wages could be paid if the government allowed a higher market price for coal.

Coal Interest Sold.

J. R. Barron of Rockwood has disposed of his interest in the Poco Coal company to Dr. E. F. Hennninger of Meyersdale. Mr. Barron, with Dr. C. J. Hennninger of Rockwood, organized the Poco Coal company several months ago. The company purchased the mineral underlying the farm of W. S. Younkin in Black township, \$10,000 being paid for a tract of about 100 acres. Through the purchase of the interest of Mr. Barron the entire holdings of the company are now in the hands of Dr. Hennninger.

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN POINTS.	ORIGINATING DISTRICT.		
	Pittsburgh	Connellsville	W. moreland
Rate per Gross Ton of 2,340 lbs.	Rate/bkg	Rate/bkg	Rate/bkg
Baltimore, Md. ....	.1215	.1200	.1175
Chester, Pa. ....	.1215	.1200	.1175
Harrisburg, Pa. ....	.135	.170	.155
Johnstown, Pa. ....	.85	.75	.60
Ligonier, Pa. ....	.05	.150	.165
New York, N. Y. (37th)	.1215	.1200	.1200
Philadelphia Philadelphia, Pa. ....	.1215	.1200	.1200
Sparrows Point Sparrows Point, Md. ....	.1215	.1200	.1200
Steubenville, Pa. ....	.187	.172	.167
South Bethlehem, Pa. ....	.225	.218	.185
Scranton, Pa. ....	.230	.215	.190
To ATLANTIC PORTS via P. R. R.			
Greenwich, local. ....	.180	.175	.160
Greenwich, export. ....	.170	.155	.140
South Amboy, F. O. B. ....	.205	.190	.165
Harsimus Cove Harsimus Cove, N. J. ....	.210	.185	.170
Greenwich, local. ....	.210	.195	.170
Castine, N. Y. ....	.190	.175	.160
To ATLANTIC PORTS via B. & O.			
St. George, Coal Pier. ....	.240	.225	
St. George for Export. ....	.205	.195	
Philadelphia, Coal Pier. ....	.188	.175	.155
Philadelphia, Coal Export. ....	.170	.165	.145
Curtis Bay Pier. ....	.180	.175	
Curtis Bay Export. ....	.143	.148	

The rates from the Fairmont District to Johnstown in 75c; Monongahela Railway to state line 55c; below state line to Fairmont, 55c. The Connellsville Rate applies to shipments from points on the South Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburg, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Seltzerville, Pa.; from points on the Smithfield & Masontown Branch and from the Fairmont Region of West Virginia.

TO WESTERN POINTS.

Pittsburgh Group	ORIGINATING DISTRICT.		
	Upper (1)	Lower (2)	Lower (3)
Rate per Net Ton of 2,000 lbs.			
Canton, O. ....	.1110	.1210	.1225
Chicago, Ill. ....	.092	.087	.079
Cleveland, O. ....	.115	.125	.120
Columbus, O. ....	.115	.115	.100
Detroit, Mich. ....	.140	.140	.155
Indiana Harbor, Ind. ....	.095	.095	.095
Toledo, O. ....	.125	.125	.140
Youngstown, O. ....	.085	.085	.085
Lake Port. ....	.090	.090	.090

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale; south to and including Brownsville and Bruceton on the Pittsburg, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Bryn Mawr, Franklin Park, Columbia, and Point Marion, Pa.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburg, Virginia & Charleston except Braxwell and Nonnewaug River railroad points; New York Central points east of Dickenson Run, including Connellsville Transfer, and points on the Pittsburg & Ohio, Dawson to Point Marion, Pa.

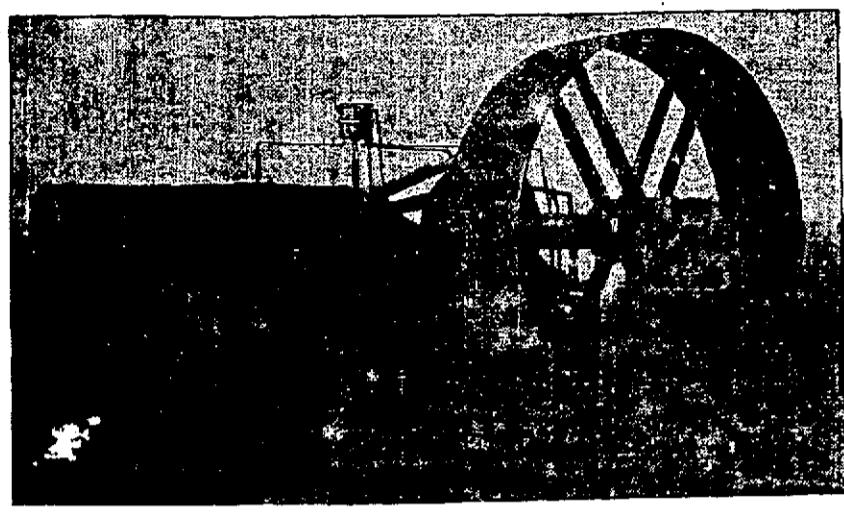
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The Connellsville Coke Trade

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